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Hongkong, 1st March, 1905. [a2866]

NOTICE.

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MOST respectfully beg to inform the
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Public.

Hongkong, 9th March, 1905. [a660]

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Hongkong, 15th August, 1904.

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and all other derangements of the Hair, such as Sourf, Dandruff, Scanty Partings, Falling Hair,
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Hongkong, 1st April, 1905. [a37]

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Hongkong, 11th April, 1905. [a66]

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ARDATH TOBACCO. [a34]

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133

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All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, APRIL 17TH, 1905.

There can be little question that the complaints which were made from time to time by the Russian Government of breach of neutrality on the part of the Chinese were nothing more nor less than a portion of the programme which it had laid out for itself in connection with the war. It would suit Russia admirably to have a grievance against China which might be made a pretext for some further annexation of Chinese territory when the war came to an end. Even if things went against her, she might still hope to get hold of something to which Japan, in coming to terms, might not object, and which would prove some sort of solatium for her losses in other respects. The position, however, has been very well seized by the other foreign nations who are certain either directly or indirectly to have something to say in the final settlement. It is highly significant that Germany and France have declared themselves in favour of sustaining the integrity of China. That this has been the policy of Great Britain and America for many years past is well known, and so far as Japan is concerned it has been the chief thing she has striven for from the beginning. The fact, however, that France and Germany are now avowedly in favour of this policy may be taken to indicate very clearly that the ideas of acquiring territory in China have been abandoned by both those nations; and that they are prepared to co-operate with England and the United States in the policy which of late years has been identified with the latter, and will support Japan in such measures as may be necessary for carrying it out.

Mr. L. A. Ross's name has been added to the list of authorized architects.

At Hongkong, restrictions against arrivals from Shanghai have been withdrawn.

Good Friday and Easter Monday will be observed as public holidays at Hongkong.

Hon. Dr. F. W. Clark has been appointed a lay member of the Church Body vice Hon. Dr. J. M. Atkinson, resigned.

The heats in the Hongkong Schools' sports were run off at Happy Valley on Saturday. The finals will be concluded to-day. The official details were published on Saturday.

While stepping off a tramcar in motion near the Sailors' Home on Saturday a sailor had a nasty fall. He fractured two bones in his leg, and had to be taken to the Government Civil Hospital.

Pressure is highest in E. Japan.

Gradually moderates over S. China, and moderate to fresh. S. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.

Forecast:—Fresh S. winds; squally, fair.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE ENGLISH CUP TIE.

ASTON VILLA THE WINNING TEAM.

LONDON, 15th April.

Aston Villa defeated Newcastle today, in the final tie for the Association Cup. Score:

Aston Villa, two; Newcastle, nil.

[REUTER'S SERVICE.]

GREAT BRITAIN AND FRANCE.

LONDON, 13th April.

In connection with the visit of the French fleet, the London Corporation will entertain the officers at the Guildhall on the 10th August; arrangements are also being made for the sailors to march through the City. The British Atlantic squadron will visit Brest early in July.

MR. CHAMBERLAIN'S FISCAL REFORM.

LONDON, 14th April.

At a meeting of the tariff reform Members of the House of Commons at which Mr. Chamberlain presided, a deputation was appointed, headed by Mr. Chamberlain, to wait upon Mr. Balfour with a view of arranging a modus vivendi. It is understood that the Chamberlainites have decided to confine the present fiscal policy to the programme of Mr. Balfour. The Duke of Devonshire's supporters are regarded as irreconcileable.

The fleet seemed in exceptionally good trim, and was steaming easily at 94 knots, and the scouting vessels going at least fifteen knots an hour. The hulls of the various ships were not so foul as reported. As the ships rose and fell in the sea the red paint showed up brightly.

As far as could be discerned by the officers of the Poona the fleet was comprised as follows:—Seven battleships, eight regular cruisers, three other cruisers being converted Hamburg Amerika liners, eight destroyers, three hospital ships, colliers, transports and training ships, in all forty-three vessels.

The Poona kept in company with the Fleet all day, the course being about E.N.E., steering for Hongkong. Before sunset the Fleet altered its course a little north, apparently making for the Parcels. At nightfall all the regulation lights were displayed by the various vessels, but at nine o'clock they suddenly disappeared.

THE WAR.

["DAILY PRESS" SERVICE.]

JAPAN'S PREPARATIONS AT THE PESCADORES.

KORE, 14th April.

An Imperial Ordinance has been issued declaring the district within the limits of the naval station of Bakò in the Pescadores and the adjoining waters to be within the war area, and placing it under Siege Law.

[REUTER'S SERVICE.]

THE UNRESISTING TELEGRAPHHS.

LONDON, 14th April.

General Linevitch reports that Russian cavalry have raided the railway near Kaiyuan and demolished the telegraphs.

Marshal Oyama reports that the Russians are gradually retiring along the Kirin road; positions otherwise unchanged.

THE BALTIC FLEET.

LONDON, 13th April.

As the cruiser Sutle passed the Baltic Fleet 550 miles N. E. of Singapore, the Dutch report of fighting at the Anambas is dismissed.

THE BALTIC FLEET.

"LINCOLNSHIRE'S" NARROW ESCAPE.

The s.s. Lincolnshire arrived from Rangoon yesterday with a cargo of rice destined for Japan. To a Daily Press reporter, Captain Alfred G. Clark thus related the circumstances of a very narrow escape from the Baltic Fleet.—At four o'clock on the morning of the 9th instant, in Latitude 22.2 North, Longitude 104.45 East, we sighted twenty-two steamers' mast-head lights. That was enough for me. My cargo was rice for Japan, so I thought I had better keep out of the way. I altered our course to the westward, so as to allow the Russian Fleet to pass east. At daylight the Fleet was out of sight to the eastward, but I could see their columns of smoke rising above the horizon.

Next morning (on the 10th instant) at five o'clock, having gone on a parallel course, we again sighted about thirty mast head lights of the Fleet, and again I kept away, for, as you can imagine, I did not want to see more of the Russians than I could help. My position then was Latitude 5.3 North, Longitude 106.20 East.

THE "POONA'S" STORY.

The P. & O. s.s. Poona was in Singapore when the forty-two ships of the Baltic Fleet passed through the Straits of Malacca on Saturday the 8th instant. The Poona left for Hongkong on the following day (Sunday).

At about two bells in the first watch (5 a.m.), daybreak, on the 11th instant (Tuesday), the Chief Officer and Fourth Officer being on watch, three vessels were sighted low down on the horizon. Two hours later it was discovered that they were the rearguard of the Baltic Fleet.

The Poona continued to gain on the Fleet, and shortly after eight o'clock the greater part of it was well in sight, the position then being a little to the eastward of the Anambas Islands.

The British warships Iphigenia and Sutle then passed right through the Fleet, steaming westward.

The Russian cruiser Almaz then altered her course and signalled the Poona to stop, while there were a few barque-rigged cruisers and battleships.

The converted German cruiser, and the hospital ship—painted white with a red stripe around her—were the smartest looking craft in the squadron.

L'Inde Chineuse of April 11th has the leading

"Naval Battle Imminent"; but has nothing

but rumours transmitted from Paris, Singapore,

and Hongkong, with the exception of an un-

confirmed statement that ten Japanese cruisers

were reported in the Straits about the same time

that the Russian ships were passing. The

movement of "Le Croiseur Anglais Shuley"

(Sutle) is also recorded.

From noon observations the Poona was found

to be in 8.30 North Latitude, 109.50 East

Longitude, the Baltic Fleet then being

about four miles distant. When first sighted in the morning the Fleet appeared

to be in no sort of order, but this later was

found not to be the case. From the vanguard

to the rearguard cruisers of the Fleet was a

distance of about ten miles. Three cruiser

scouts were ahead, and three in the rear.

The formation was excellent. The ships were

drawn in long lines with two lines of colliers,

transports, training ships and hospital ships in

the centre. There were upwards of twenty

nonfighting vessels altogether, all heavily

laden. The battleships were on the outside

right and four torpedo boats on the inside; five

Volunteer Squadron boats and the cruiser Oleg

on the outside left, and torpedo boats inside. The

rearguard cruisers were the Almaz, Dimitri

Donskoï and Aurora, and those ahead, the

Kaiserin Maria Theresa, Sviatiana and

Kanis Suvarov. The cruisers during

their scouting manoeuvres showed that

they were very fast vessels. The ex-Hamburg

American Linie ships are twenty-three knot

vessels.

The fleet seemed in exceptionally good trim,

and was steaming easily at 94 knots, and the

scouting vessels going at least fifteen knots an

hour. The hulls of the various ships were not

so foul as reported. As the ships rose and fell

in the sea the red paint showed up brightly.

As far as could be discerned by the officers of

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Parcels. At nightfall all the regulation lights

were displayed by the various vessels, but at

nine o'clock they suddenly disappeared.

THE BALTIC FLEET.

Total... 133

REVERBERATIONS AT NATUNAS.

WAS IT AN ENGAGEMENT?

The Blue Funnel s.s. Telemechus arrived from Singapore yesterday. Half an hour after noon on 12th instant three of the crew heard gunning to the eastward. As only three persons heard the reports others on board thought they must have been mistaken, or perhaps it was thunder. That be as it may, the three continued in the belief that they had not been mistaken, and on the ship's arrival at Hongkong the occurrence was duly reported. The position of the Telemechus when the firing is supposed to have taken place was ninety miles west of Pulau Last, the northernmost of the Natuna Islands.

CRICKET.

H.K.C.C. "A" v. KOWLOON.

This match, played at Happy Valley on Saturday, resulted in a win for the Hongkong "A" team by 29 runs. For the Hongkong team Mackay's 38 and Morrell's 36 proved useful scores. Dixon 29 and Robinson 24 were the top scorers for Kowloon. Five of the Hongkong wicketts fell to Lumson and four to Dixon, while of Kowloon's Morrell dropped seven, Mackay two and Mackenzie one.

Scores:

H.K.C.C. "A"	14
A. Mackenzie, b Lumson	0
R. H. R. Wall, b Dixon	2
C. H. Mackay, b Lumson	38
J. Cooper, b Dixon	5
P. H. Wolff, c Swan, b Lumson	8
T. C. Gray, b Dixon	8
O. C. Oliffa, b Dixon	13
G. E. Morrell, c Blaney, b Lumson	35
A. O. Lang, not out	0
Extras	9
Total...	133

KOWLOON.

Burd, c Mackenzie, b Mackay

Doblyn, c Wells, b Morrell

Lumson, c Kow, b Mackay

Parkes, c Edwards,

HONGKONG JOTTINGS.

It is proverbial that "The Weather" is a more frequent topic of remark in general conversation than anything else under the sun. There is usually nothing very informing in such remarks, but it is worthy of record that there is a consensus of opinion among the "old hands" that there never has been such weather in this part of the world as we have had this season. We have had abundance of rain when experience has taught us to expect but little, and we have had more fog than anybody can remember. On the mainland in the neighbourhood of the Colony, the crops, cereals as well as fruit, are very backward, and we have little to be thankful for save perhaps that we could still up to the end of last week at least work without feeling uncomfortably warm in tweed suits.

When the Botanical and Afforestation Department some months ago commenced the sacrificial work of denuding the slopes of the island, a feeling of intense indignation was aroused, particularly in the breasts of the older residents. That indignation was mirrored in the leader column of the *Daily Press*; the Government was interrogated on the subject at one of the meetings of the Legislative Council, and an official answer was given as unconvincing as it was unsatisfactory. H.E. the Governor appears to have been among the number not convinced, as many will doubtless have noticed by the Report of the Superintendent of the Botanical and Afforestation Department. For the benefit of those who have overlooked the paragraph I reproduce it:

The question of what is the best rotation for *Pithecellobium* in Hongkong is, however, still open to dispute; experts differ on the point and H.E. the Governor has decided that no more felling shall take place until the results of this year's operations have been calculated and the whole question put before an independent authority.

That is very satisfactory; the pity is that so large an area should have been cleared for the purposes of the experiment.

The military authorities are providing themselves with an aerial railway, for the purpose of carrying stores from the sea front to the magazines in the neighbourhood of Bowen Road. This will make the third or fourth railway of the kind on the island. That of Messrs. Butterfield and Swire at Quarry Bay which takes the European staff of the refinery to their summer quarters on Mount Parker is the longest, the new Military railway will rank next, and then comes the one belonging to the priests at Pokfulam, which I believe has been or is about to be duplicated in that part of the island.

I noticed in one of the papers this week the hope expressed that some Norwegian seamen who had been sentenced by the Marine Magistrate to terms of imprisonment for desertion would not on the expiration of the sentence become a charge on the community. Perhaps it is not generally known that before the Magistrate can try men from a foreign ship he has to receive a request to do so from the men's Consul, and at the same time a guarantee that the men shall not become a charge on the community. The men in question were put on ships in the harbour as their sentences expired.

THE CURRENCY CHANGE IN BRITISH NORTH BORNEO.

A rumour is current that when a highly placed official in the Public Works Department ventured over to Kowloon one day last week he was surrounded by a menacing crowd of irate residents who demanded to know there and then when the roads of Kowloon were to be put in decent order. On receipt of satisfactory assurances the official was allowed to return unharmed to his office.

It unfortunately happens that the English Mail departs right in the midst of the Easter holidays. This does not much concern the Government departments, which will observe next Saturday, as well as Friday and Monday, as a public holiday. In commercial houses Good Friday will probably be the busiest day of the week. If any clergyman has not prepared his Good Friday sermon, I offer them a theme.

The appearance of the Russian Fleet in the China Sea at a time when peace overtures were being talked about must have created a commotion in shipping circles the world over. It would be interesting to know the number of ships which have called at Hongkong during the past three months on their way north, laden with coal. Some have even come in this week from the south. The coal may be for Russian account, and that may account for them coming safely to port. It is strange that we have had no reports yet of ships seized by the Russians in the China Sea, but perhaps we have something to learn in this connection. It is an anxious time for shipping, and the Dogger Bank incident has made shipowners and traders generally feel a great deal more anxious than they would if this incident had not occurred to destroy confidence in the officers.

Another new departure has been made in the electric tram fares, the old system of five cent first class rides having been returned to. There are three five cent sections to each ten cent section. Passengers, apparently, did not set the force of ten cents for short distances. Many Europeans patronised rickshaws though they preferred the electric cars. Others travelled third class in the closed-in pattern cars.

BANYAN.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer, carrying the German mails with dates from Berlin of the 28th March, left Colombo on the 15th inst., p.m., and may be expected here on Wednesday, the 26th inst.

The chartered steamer *Lancastrian*, from Hamburg, left Singapore for this port on the 14th inst., p.m., and may be expected here on the 21st inst.

The C. & M. str. *Rubi* left Manila on the 15th inst., at 10 a.m., and is due here to-day at 3 p.m.

CHINA BORNEO COMPANY LIMITED.

ANNUAL MEETING.

The second ordinary annual general meeting of the China Borneo Company, Limited, was held at the offices of the Company on Saturday. Mr. A. G. Wood (Chairman) presided and there were also present Sir C. P. Clater, C.M.G.; Mr. E. Osborne (Consulting Committee), Mr. J. Wheeley (General Manager), and Messrs. W. Parlame, J. W. C. Bonnar, T. Arnold, W. H. Wickham, L. Ozorio, O. Baptista and A. H. M. da Silva.

The CHAIRMAN—Gentlemen, the report and accounts have now been in your hands for some time and I presume that you have no objection to their being taken read. The company's operations during the period under review show a fairly satisfactory result, but not quite so satisfactory as was anticipated. The storm that passed over B. N. Borneo on October 31st last did a great deal of damage in the jungle and threw everything back considerably. January, February, November and December were very unusually wet months and hauling was greatly interfered with, and these circumstances combined have made the output of timber smaller, and the relative cost higher than it would otherwise have been. You will have noticed from the accounts that over \$70,000 have been spent during the year 1904 in developing and additions to the Company's various properties in Borneo, and this sum has for the most part been unproductive during the period under review, but as all this work was practically completed in the early part of the current year, we hope that it will now contribute to the company's earnings. We have recommended that the sum (\$81,723.45) available for appropriation be dealt with as follows—to pay a dividend of \$1.00 per share, absorbing \$46,000; to write off lumber and lighters, \$10,000; to write off plant \$2,400; to write off timber concessions \$2,723.45; total \$61,723.45, and we hope you will approve this.

The various properties have been well kept up and all are in good order. The company's business during the current year has, so far, shown satisfactory results. Before proposing the adoption of the report and accounts now before you I shall be glad to answer any questions you may wish to ask.

There were no questions. The CHAIRMAN moved that the report and accounts as presented be adopted. Mr. T. ARNOLD seconded, and it was carried.

Mr. W. PARLAME proposed the re-election of Mr. A. G. Wood on the Consulting Committee. Mr. J. W. C. BONNAR seconded, and it was carried.

Mr. W. H. WICKHAM proposed the re-election of Mr. W. Hutton Potts as auditor. Mr. T. ARNOLD seconded, and it was carried.

The CHAIRMAN—That is all the business gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday, and can be had on application at the Company's office.

THE CURRENCY CHANGE IN BRITISH NORTH BORNEO.

Our Scandinavian correspondent on the 15th ult. wired us that the Government of British North Borneo intended to adopt the Straits Currency. The following Proclamation dated 1st April has since appeared in the *Gazette*:

"Whereas it is the intention of the Government to adopt the dollar of the Straits Settlements as the currency of this State, and to demonetise all other dollars whatsoever, it is hereby enacted as follows—

1. This Proclamation may be cited as "The Importation of Coins Prohibition Proclamation of 1905."

2. From and after 15th April, 1905, the importation into the Territory of any silver dollar other than the current dollar of the Straits Settlements is hereby prohibited.

3. (1) If any person shall import or attempt to import any dollars other than the current dollar of the Straits Settlements, to the amount in nominal value of twenty-five dollars, or upwards, he shall be liable on summary conviction to a fine not exceeding five hundred dollars, and if the amount in nominal value is one hundred dollars and upwards, he shall be liable to imprisonment of either description for any term not exceeding six months either in addition to or in lieu of such fine.

(II) Any dollars other than the current dollar of the Straits Settlements imported or attempted to be imported in contravention to this Proclamation to the nominal value of twenty-five dollars or upwards shall be forfeited, and the forfeiture may be adjudicated by a Magistrate.

(III) The provisions of this section shall not apply to dollars sent imported for transhipment under a license in writing from the Governor.

4. If any Magistrate or Justice of the Peace is satisfied by sworn statement in writing that there is good reason to believe that any silver dollars other than the current dollar of the Straits Settlements, which have been imported in contravention of this Proclamation, are likely to be found in any place to an amount exceeding in value the sum of fifty dollars, he may by warrant under his hand direct any person therein named to enter such place and search the same, and seize all such dollars there found, and detain the same pending adjudication.

5. Any person found offending against any of the provisions of section three of this Proclamation may be arrested without warrant by any Police Officer.

6. A Magistrate imposing any fine under this Proclamation may direct the same or any portion thereof to be paid to the informer or informers.

RUSSIA'S NAVY.

The *Times of India* gives, as "From Within," the following interesting article:

If the value of a navy were calculated by the number and quality of its ships, the physique of its bluejackets, the smart appearance of its officers on shore, or, indeed, by the deeds of bravery of its members in past times, that of Russia would take a high place amongst the navies of the world. But all these things, though doubtless excellent, are not enough to win the way to victory. There must be in a navy as well as in an army, what the Germans call "der Geist," the spirit that gives life. I first had the honour of seeing the ships of the Russian navy at the time of the death of the Grand Duke Tsesarevitch, brother to the Emperor Alexander III. Two splendid regiments, perfect in symmetrical appearance, cleanliness, and apparently in the discipline of their crews, were anchored in the bay of Villa-France. It was their melancholy duty to convey back to Russia the remains of the heir to the throne. Since then I have had frequent opportunities of observing the Russian ships and their crews. I have seen them at St. Petersburg, Kronstadt, Sevastopol, Kerch, Batum, Constantinople, Port Arthur, Nagasaki, and in the West Indies. The conditions governing their existence, whether under the sky of the tropics, or in the gloom of the north, were always the same.

Some nations obtain their sailors by an "inscription maritime," which draws to a large extent on the fishing population. Others place boys for instruction upon training ships. The object of these methods is to profit of certain knowledge, either naturally or artificially, of ships and boats, of the sea, its tides, its aspects under various meteorological conditions: which comes only to those accustomed to the sight of the waves. In Russia no such custom exists. A certain proportion of the recruits annually selected for service on attaining the age of twenty-one years, is told off to sea-service. The number taken for the navy in Russia has been some 7,000, out of a total which has varied from 240,000 to 310,000 in the last few years. It may have been thought that Russia would have drawn largely upon the Finns, who are sailors of no mean order, to man her fleets. But Finland, by a charter granted to her by Alexander I., and renewed, indeed, by each of his successors, had until quite lately an autonomous army recruited entirely from home service. Circumstances, that cannot be said to have increased the striking power of Russia have driven to modify this autonomy. But the Finns will no more now than in the past be available to strengthen the navy. Many of the Russian naval officers are of this nationality. Amongst them may be numbered Admirals Kremmer, Avelin, Folkersma and others. Whether the Finnish upper classes will continue to furnish the navy is a question that the State remains to be proved. The treatment meted out to their nation has not been exactly such as is likely to encourage loyalty and devotion to what is at best an alien throne.

As soon then, as Osip, or Alexi is drawn from the cast牢 in the Black Earth region, or the marshes of Poland, for the service of the Tsar, he may be designated for service abroad. That he has never seen a ship, or, in many cases either a mast or a sail, does not matter. It may happen on the Volga or Dnieper for some years. In any case he is at once told off to one of the twenty or thirty equipages, of which the Russian Fleet is composed. There is the equipage of the Imperial Guard at St. Petersburg, composed of good-natured giants with the right to wear the orange and black ribbon of the coveted Order of St. George. In the Baltic are ten others; the Black Sea numbers as many. Vladivostok and Port Arthur each possess one equipage. An "equipage" lives in barracks on shore. Its members march in rhythmic tread to the dock-yard, or to divine service, on various occasions. In barracks their inferior economy is conducted on the same lines as that of an infantry regiment, and they are similarly instructed in musketry and bayonet exercises. During their visits to the dockyards they are familiarised with the sights of ships in construction, and large accumulations of naval stores. Officers attend in very small numbers only at these performances. When a ship is commissioned in Russia, she generally lies a long time alongside the dockyard before proceeding to sea. During that time the sailor no doubt becomes acquainted with her guns, ammunition-holds, barrels of oil, sailing, &c., &c. The place of his mes, how to stow his kit, and the way from one place to another on his new home are matters with which he also becomes familiar.

Generally speaking, a Russian hates the sea as the devil does holy water. A steamboat service between St. Petersburg and Peterhof, excellent in every detail, had to be discontinued for want of support. A well-known Minister, who was despatched to accompany the Emperor to Copenhagen on his magnificent yacht, begged his Imperial master to allow him to make the journey overland. If you embark at Sevastopol for Yalta thirty miles off, half the passengers board you with fearful anticipations as to the possibility of shipwreck on the journey! Nevertheless a certain number of gentlemen yearly elect to serve in the navy. As far as physique and education go, they are quite satisfactory. They are first sent to the Imperial Naval School, in the Vasili Island, on the quay opposite the statue of Krusenstern. There they receive an excellent theoretical education. But there are no boats for them to row or sail in, nor do they ever see a man-of-war, except those on the ships of the "Galereys" on the other side of the river Neva. Later on they pass to the fullrigged cruisers and sloops that form the naval cadets' training squadron. Nothing in these ships in any way resembles the surroundings that the young officer will find on his transfer to a battleship. There is a training school for gunners, and a torpedo school at Kronstadt, where also the divers' school bulk. Here the instruction afforded is of a practical nature.

It is usual in Russia to launch a ship in a less forward condition than that of those that take the water with us, and a crew is instantly told off to her. But it does not follow that the crew goes on board. In fact, it would be very much in the way of the carpenters, platers, riveters, and various other workmen. No one crew, with Diana or Pallada inscribed in gold letters on its cap ribbons and impenetrable to great costs, brass buttons, boots, &c., &c., continues to tramp about the streets of St. Petersburg, Kronstadt or Sevastopol, living and learning with the other "equipages" in barracks. Then come the ships' trials. It is absolutely necessary that those should give the most favourable results. Consequently the trial is put off day after day, until the sea's surface is without a ripple, and not a breath of wind blows. The coal is all hand picked, and special crews of stockers are told off who are intimately acquainted with the engines and boilers in all their bearings. And off starts the "Tri Svitelle," or "Three Lights," to the Dvina, or Apostle, to watch the world with the account of her noble seafariness. The words of Russian naval officers must be cast in truly Panglossian mould! Once the ship is in commission she must, if she remains at home, lie idle for six months. It is not the fault of Russian sailors if their seas are closed by ice for a considerable portion of the year. But in the south the record is no better. Ville Fran-

che, Toulon, Algiers, are seldom without a Russian guest. I myself remember the old Minin for six weeks in the harbour of Port Royal. And after a three weeks' cruise in which, of course, several other harbours were visited, back she came again for another month's stay. It may be that coal is too costly, or orders from home imperative, but still it strikes me that the Russian sailor is inordinately fond of life in port. When there, the amusements offered for his diversion are not always of a nature to promote his efficiency. In Sevastopol there is a splendid naval Club, with an excellent library, and every comfort. But only old retired admirals are ever seen there. At Kronstadt half a man's time is spent in the dreary old, Kotlino, struggling up and down to St. Petersburg at six knots to an hour. At Sevastopol there is, or was until recently, a lawn tennis club, with several good courts, on the hill above the Nachimovsky Prospect, where air and exercise could be enjoyed. But, generally speaking, it is in less agreeable or healthful resorts that the time of the naval officer on shore is passed.

The whole conception of his profession by a Russian naval officer is intrinsically false. His idea is to preserve, not to risk, his ships. With this object in view he places stone on stone and ranges gun over gun in land fortresses surrounding his naval ports or dockyards. Under these his ships ride silently at anchor. I remember showing a series of articles of great value, that appeared in the *Times*, to a Russian officer of distinction some years ago. My remark to him after their perusal was: "Well, after all, the soundest strategy in naval warfare is to bring your ships alongside those of the enemy." The admiral, who had occupied the post of Minister of Marine for a time, made a truly characteristically Russian reply: "Yes, that is if you have enough of them." If we consider the history of the Russian Navy we shall see that these vicious opinions have always prevailed. There have been victories at sea, it is true. Hangs, or Gangut, Hochland, Tschernome, Simope. Sometimes the admiral in charge was a Scot, a Scotsman. But this is a detail. Russia has had Nakhimoff, Istanbouli, Konstilov, Lazarev. But their records have been, on a rule on land. They were heroes of shore combats, not sea-dogs like Suffren, or Collingwood. The sailor should look on the sea as the mistress he loves, not as a fury to be feared. Success will never follow if we shut up ships in port or, worse still, to the Russian officer's trade in peace. Bravery no one will deny to the Russian officer or sailor. But he must alter his mode of living, his whole training in fact, if he wants to compete with the marines of to-day. He could not do better in this respect than take a leaf out of the book of his neighbour at Kiel. There, the science of naval art is understood, both in theory and in practice. Constant use keeps a weapon in good order. But no matter how fine the weapon of the blade, it will rust if left too long undrawn. Indeed, when the time comes to use it, it will be found impossible to detach it from the scabbard.

GERMAN AIMS IN CHINA.

The German Foreign Office received from the German Minister in Peking, Baron Maximilian von Schwarzenstein, a telegram, dated March 6, with reference to the question whether he had intervened in the domestic affairs of China by demanding that the Chinese Government should submit the appointments of Governors of Shantung for his approval and by compelling the new Acting Governor, Yang Shih-liang, to pay him a visit before proceeding to his post. The German minister telegraphs:—

"No objection was raised by me to the appointment either of Yang or of Hu. I have never laid claim to the right of ratifying appointments of Governors. I had a meeting with Yang. It was in accordance with the desire on both sides to establish personal relations (*Fühlung*). The statements reproduced by English journals from a Chinese source with regard to dispositions of German troops along the Shantung railway with regard to fresh demands which I am represented as having addressed to Yang with reference to his province are pure inventions."

The *North German Gazette* publishes the foregoing dispatch as follows:—

"There are proofs that attempts were made by means of this telegram to excite both in Japan and in America mistrust of Germany's intentions." The German semi-official comments on this occasion is somewhat belated says the *Times*, but it is, of course, possible that the German Government had only lately obtained its alleged "proofs" that the statements with regard to "the action of Baron Maximilian von Schwarzenstein" had been employed in Japan and in America in order to excite mistrust of Germany's intentions."

THE EFFECT OF MUKDEN.

Quite apart from its direct military results, the capture of Mukden by the Japanese vies in political significance with the taking of Port Arthur. With the fall of Port Arthur there passed away what was perhaps the most impressive symbol to European eyes of Russian power in the Far East. The fall of Mukden, remarks the *Times*, will exert a more special influence upon Asiatics and particularly on the Chinese. For some time past the Russians have been able to retrieve their failing prestige in the Far East by retaining possession of the ancient Manchu city, round which centres the most sacred traditions of the Imperial dynasty of China. Now the cradle of the ruling race, the sanctified chief city of Manchuria, passes, with the venerated tombs and relics round it, into the hands of the Japanese. Many Orientals must be thinking that, with the passing of this symbol, the last remnant of Russia's power in those regions have also fallen from her grasp.

EARTHQUAKES IN INDIA.

The last considerable earthquake in India was that of 1897, but although generally affecting Assam, Bengal, and the lower Ganges region, the actual destruction was trifling. Far worse was that in Kashmir in 1885 which caused over 3,000 deaths and the destruction of 70,000 dwellings. As Kashmir is an exact prolongation of the line of seismic disturbance reported in recent years, it is extremely likely when the press reports come in that we shall hear of destruction in that quarter also. Porfiria, the South Caspian, and Armenia have all been frequently visited by destructive earthquakes. And we may conclude, says the *Singapore Free Press*, that the Himalaya line, continued to the Caucasus, corresponds with some volcanic "fault" in the earth's crust. The superstitious Indian populations are certain to consider that as a portent. And as likely as not the disaster will be associated in the minds of many with the war in the Far East. The Government of India, which has done so admirably in emergencies of famine and plague, may be relied on to come to the help of the afflicted districts, and to all that is possible to allay terror, that might so easily, if not assumed, give rise to social disorder.

THE HONGKONG DAILY PRESS.

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Office hours 9 A.M. to 5 P.M.

Hongkong, 6th April, 1905. [603]

KODAK FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplies for Cash. Telegraphic Address: Press, Codes: A.B.O., 6th Ed. Letter's. P.O. Box, 33. Telephone No. 12.

PUBLIC COMPANIES

GEO. PENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on TUESDAY, the 25th day of April, 1905, at 12.30 o'clock in the afternoon, when the subjoined resolution will be proposed.

RESOLUTION.

"That the Capital of the Company be increased from \$150,000 to \$450,000 by the creation of 12,000 new Shares of \$25 each; that 6,000 of the said new Shares be offered to the parties who on the 25th day of April, 1905, shall be Members, in proportion to the existing shares held by them; that the full amount of each of the said 6,000 new shares taken up be paid to the Company either (without interest thereon) or on or before the 30th day of June, 1905 or (with interest thereon at the rate of 3½ per cent per annum from the 30th June, 1905 to the 15th August, 1905, or for such lesser period as the Directors shall from time to time or at any time determine) or on or before the 15th August, 1905; and that the remaining 6,000 new shares be offered to such parties, at such time or times and upon such terms and conditions as the Directors shall think fit and determine."

H. J. ANDREW'S & COMPANY, Manila, Philippines Islands.

Manila, 10th April, 1905. [1006]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship "HAIMUN."

Captain Robson, will be despatched for the above ports TO-MORROW, the 18th inst., at 2 p.m. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 15th April, 1905. [1005]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "POONA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZER AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., or a.s. Peninsular. Optical Goods will be landed here unless instructions are given to the contrary before 1 p.m., the 15th inst.

Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 15th April, 1905. [1006]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship

"NAMSANG," having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., Wednesday, the 19th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 17th April, 1905. [1007]

CLUB GERMANIA, HONGKONG.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club Germania will be held in the CLUB HOUSE, TIN-MOREK W (TUESDAY), the 18th April, 1905, at 3.30 P.M.

By Order,

G. FRIESLAND, Hon. Secretary.

Hongkong, 13th April, 1904. [982]

HONGKONG CLUB.

NOTICE.

T HE NINETEENTH YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House, on THURSDAY, the 20th April, 1905, at 3 P.M.

By Order,

C. H. GRACE, Secretary.

Hongkong, 12th April, 1905. [970]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3 P.M.

A Notice will be sent to Members embodying the Special Resolutions to be submitted at this Meeting.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1905. [991]

HONGKONG JOCKEY CLUB.

NOTICE.

T HE HALF-YEARLY GENERAL MEETING of Members will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 14th April, 1905. [992]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTEZ'S, AMBERITE & KYNOCK'S SPORTING CARTRIDGES 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong 28th November, 1904. [993]

INTIMATIONS

WANTED.

TWO Gentlemen require BOARD and RESIDENCE in Private Family. Apply to—

P. S., Care of Daily Press Office, Hongkong, 27th March, 1905. [817]

WANTED.

A N EXPERT TYPEWRITER, Good Salary to Quick Worker. JOHNSON, STOKES & MASTER, Hongkong, 1st April, 1905. [874]

QUARTERS WANTED.

I N Family, for Young Gentleman arriving about April. Apply to—

BOX 530, Care of Daily Press Office, Hongkong, 12th April, 1905. [967]

OFFICE WANTED.

W ANTED from July, FOUR ROOMS, suitable for Offices, in Central District. Apply, by letter, to—

BOX 529, Care of Daily Press Office, Hongkong, 12th April, 1905. [966]

JUST LANDED FOR SALE.

A LARGE Consignment of MACAO POTATOES. SAM WING CHEUNG, 19, Jubilee Street, Hongkong, 15th April, 1905. [998]

TO LET

TO LET.

N O. 1 "FAIRVIEW" Robinson Road, Kowloon, SEMI-DETACHED HOUSES. Six Rooms each and Gardens. Moderate rentals. Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LTD., Alexandra Building, Hongkong, 30th March, 1905. [950]

TO LET.

N EW STORE nearing completion to Let in Chater Road, opposite Hongkong Hotel, in the heart of business centre. Apply—

"ALPHA," Care of Daily Press Office, Hongkong, 18th March, 1905. [748]

TO LET.

N O. 1, RIPPON TERRACE.

PLATS in MORPON TERRACE, facing the Polo Ground. OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIELD).

GODOWNS; PRATA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 29th June, 1904. [81]

TC LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsui Tei Tsui, Kowloon. Each with Five Spacious Well-ventilated Living Rooms, Two Bathrooms, Kitchen, Garden, Tennis Courts, Servants' Quarters, Water, Gas, Electric Lights and Bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ABERATOON V. APCAR & CO., 45, Wyndham Street, Hongkong, 10th January, 1905. [1202]

TO LET.

R OOM 13 (Top Floor) Beaconsfield Arcade, preferably as an Office. Apply—

DR. MACLEOD, No. 11 Beaconsfield Arcade, Hongkong, 3rd April, 1905. [883]

TO LET.

D ESIRABLE FURNISHED HOUSE. Electric Light and Fans. Very convenient position, Fine View, back and front, Cool. Very moderate rental. Apply to—

BOX 531, Care of Daily Press Office, Hongkong, 12th April, 1905. [968]

FOR SALE OR TO LET.

M ARTINHO.—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid View of the Harbour, and only a short distance from the Plantation Road Station.

Apply to—

J. S. VAN BUREN, 29, Des Vaux Road, Hongkong, 13th April, 1905. [980]

TO LET.

S UITABLE OFFICES, TWO ROOMS in Prince's Building.

Apply to—

LAUTS, WEGENER & CO., Hongkong, 4th March, 1905. [777]

TO LET.

D WELLING HOUSES on Pedder's Hill, occupation from the 1st June.

For Further Particulars, apply to—

DAVID SASOON & CO., LTD., Hongkong, 6th April, 1905. [907]

TO LET.

D UNHEVED 33, Robinson Road.

Apply to—

HO U. MING, 81, Queen's Road Central, Hongkong, 11th April, 1905. [953]

TO LET.

N OS. 74, CAINE ROAD.

GODOWNS Nos. 34a, 34b, 34c, Praya East.

Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yenon Kaisha, Hongkong, 1st March, 1905. [845]

TO LET.

F OUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing New Post Office and Hongkong Hotel.

Apply to—

HENRY HUMPHREYS, Alexandra Building, Hongkong, 9th March, 1905. [875]

TO LET

TO LET.

B RAE-SIDE, 29, Macdonnell Road, 16 ROOMED HOUSE with Garden, suitable for a Mess or a Boarding House. Apply to—

C. F. DE CARVALHO, Care of H. & S. Bank, Hongkong, 30th March, 1905. [849]

TO LET.

T WO FIRST-CLASS SHOPS, European Style, in Kowloon, Possession on or about 31st August, 1905. Moderate Rentals. Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LTD., Hongkong, 21st June, 1904. [869]

TO LET UNFURNISHED.

TO LET FROM 1st May.

D ESTINER RESIDENCE in Barker Road, The Peak, No. 134, containing 2 Reception and 4 good Bedrooms, excellent Bath Rooms and Servants' Quarters; present occupier leaving the Colony.

Apply to—

B. C. R. E., Care of Daily Press Office, Hongkong, 13th April, 1905. [861]

TO LET.

HOUSE No. 19, Robinson Road, known as "SANS SOUCI" with Piece of Ground suitable for Tennis Court or Garden and Commanding a Full View of the Harbour. Immediate possession.

Apply to—

E. V. DE SOUZA, Care of Messrs. Barreto & Co., Hongkong, 11th April, 1905. [954]

TO LET.

E YRIE, Unfurnished. Newly repaired, Painted and Colourwashed.

N O. 4, BELLIOS TERACE, 1st Row.

N O. 21, 3rd Row.

N O. 15, 3rd Row.

N O. 20, 3rd Row.

"WESTWARD HO" Bonham Road, Ground Floor.

N O. 1, DES VGE

CLUB NO. 1 WHISKY.

\$18.00 PER DOZ. BUT WORTH DOUBLE THIS MONEY.

THIS BRAND IS KNOWN BY ITS QUALITY.

AND A

GOLD TRIANGLE ON THE LABEL.

GREGOR & CO.,
WINE MERCHANTS,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

45-9A

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MR. S. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 19th March, 1904.INSURANCES
L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITEDTHE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

SIEMENS & CO.

Hongkong, 1st January, 1904. 31

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
and Accommodation.Apply—MANAGERESS,
Macdonnell RoadFAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1904.PENSION FRANCAISE
AND RESTAURANT.

49, POTTERY STREET,

TENUE PAR MME. I. GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK.
Terms: \$2.50 per day.
Reduced Terms for an Extended Stay.
Hongkong, 1st January, 1905.

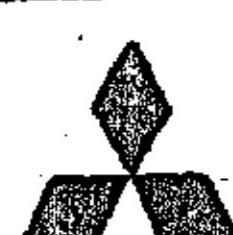
BOARD AND RESIDENCE.

COMFORTABLY FURNISHED
ROOMS with Board.Apply to Mrs. MATHER,
2, Pedder's Hill

Hongkong, 1st January, 1904.

GEO. FENWICK & CO., LTD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially
Caters for Ship and Engine Repairing.
The Works may be reached 10 minutes from
Blake Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905.MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."

A. I. A. B. C. and Engineering Code Used.
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 314 "
Width of Entrance on Top... 964 "
Width of Entrance on Bottom... 881 "
Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 82 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 "

DOCK No. 2.

Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with their
LATEST PLANTS and APPLIANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.A LARGE STOCK of MATERIAL is
always kept at hand.
The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready a
Short Notice.

137

QUAN WAH & CO.,
GRANITE AND MARBLE MERCHANTS.
EXPORTERS AND CONTRACTORS.Sole Agents of
QUAN TAI & CO., Lime Manufacturers.All descriptions of
GRANITE AND MARBLE FOR EXPORT.Dealers in
GRANITE AND MARBLE MONUMENT
Frizes & Estimates on Application.

No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th January, 1905.

11010

SUN FAT CO.

MANUFACTURERS AND DEALERS IN
LADIES' AND CHILDREN'S
UNDERWEAR,EMBROIDERIES, LACES, SILKS, PONGEES,
GRASS LINEN, SHAWLS, HANDKERCHIEFS

BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS

NO. 82, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905.

1905.

BRITISH FAR EASTERN POLICY.

A dinner of the United Club was given on March 10th at the Monroe Restaurant, Piccadilly Circus, when a discussion on "British Far Eastern Policy" took place. Mr. Romant, M.P., president, and among those present were Baron Suyama, Mr. L. J. Maxe, Lord Leconfield, Lieutenant-Colonel Uesunomiya (Japanese Military Attaché); Sir Rowland Blennerhassett, Mr. John Walker, Lieutenant-Colonel Maxe, Mr. Boscowan, M.P., Mr. Hugh Chisholm, Mr. S. Takashi, Baron P. de Worms, Mr. W. W. Grantham (Hon. Secretary), Dr. Hillier, Mr. Fuller (Agricultural Minister), Cape Ministry; Dr. Miller, Major-General Graf von Schrenck (German Military Attaché); Lieutenant von Schulz, Sir William Portor, Colonel Rotton, Lord Adair Osborne, General Sir A. Turner, Major Huguet (French Military Attaché), Sir C. Walpole, Count Maunville (French Embassy), and Major Inagaki (Japanese Attaché).

The Chairman, in calling on Mr. Maxe to open the discussion, referred to the good news which had been announced that day concerning the success of the Japanese, and said that they were enabled to congratulate the distinguished representatives of Japan who were present on the receipt of the news.

Mr. Maxe said that British policy in the Far East was a national question; but what they wanted to know, what they were entitled to know before they consented to a change of rulers, and what our Japanese friends were anxious to know, was whether the policy of co-operating in Japan was to be continued, and whether the alliance which was signed in January, 1902, would be renewed if the Liberals were in power. He claimed that in the event of our not renewing the alliance many other things would be affected beside our position in the Far East. In one respect the alliance had been failure, for among its objects was the maintenance of peace, and peace had not been maintained. The war was, however, inevitable, owing to the Russo-German contempt for Japan. It would devolve upon us to see that at no stage of the contest any attempt was made to rob our allies of the legitimate fruits of victory which they had won by their marvellous heroism and matchless devotion. It was an honour to Englishmen to be connected with a country in which every gentleman was a warrior and every warrior was a gentleman. Our interests, sentiments, and sympathies, he said, in conclusion, spoke with one voice in favour of continued co-operation between the British Empire and the land of the Rising Sun. (Hear, hear.)

Baron Suyama then addressed the company. He expressed his gratitude at the manner in which the remarks of the last speaker had been received. The main point of the speech, he considered, was that the British people ought to be prepared to continue the alliance with Japan. There could be no agreement or contract without the consensus of two parties. It was not out of place, he thought, for him to speak for one side; and at the present moment he said the Japanese were quite prepared on their part to continue the alliance. They were satisfied with the manner in which this country had acted towards them during this trying time for Japan, and they had nothing to complain of. The Japanese were quite confident, too, that Great Britain would maintain the same attitude in the future. He noticed that there were party differences, but what they looked for was the general sentiment of the people. The Japanese felt that the bulk of the English people was in favour of the alliance, and that whatever party came into power that general feeling would be the same as it was at present. Some British people, he observed, might be afraid that the continuance of the alliance might involve us in some difficulties in the future, but he could assure them that there was no need for fear. At the beginning of the war it was said that Japan was going to drag England into it, but the Japanese were determined not to do so. (Hear, hear.)

SHEWAN, TOME & CO.,
Agents.

Hongkong, 18th June, 1904. [1889]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. 181

TRANSATLANTIC FIRE INSURANCE
COMPANY, OF HAMBURG.THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.CARLOWITZ & CO.,
Agents.

Hongkong, 3rd April, 1905. [1891]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.THE LEADING MINERAL WATER OF THE EAST.
Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., Agents.

Hongkong, 31st July, 1903. 36

ROBERT CRAWFORD'S
C. C. C. WHISKY,

Price \$10 Per Dozen.

Sole Agent—

KWAN TYE.

110, Queen's Road Central.

Hongkong, 12th April, 1905. [1900]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-

BOAT CO., LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road.

Hongkong, 13th June, 1903.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA or
their prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES and
CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
and TWINROCK CO.'S, OCEAN S.S. CO.
and CHINA MUTUAL S.N. CO.For Further Particulars apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Connaught Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904.

as null and void. Douglass sold at \$35 to \$341
and are steady at \$34. Star Ferries are firm
at \$37 for old and \$28 for new shares. Shells
fetched 21s. 6d.; London wires 22s. 6. sellers.
Hongkong Steam Water is sold at \$183 to
\$18, and there are further buyers at latter price.

REFINERIES.—China Sugars have weakened
selling at \$224 to \$220 for end of the month,
and corresponding rates for July and August,
and closing with cash sellers at \$222 and at
\$223 for end of the month. Luozos have
changed hands at \$227 and continue in request.

MINING SHARES.—Unchanged.

DOCKS, WHARVES, GODOWNS, &c.—Hong-
kong and Whampoa Dock Company's shares
have been placed at \$205 to \$203 cash, and con-
tinuing in demand at the lower rate, shares also
sold at \$210 for 30th June and \$214 for 31st
August. Geo. Fenwick has sellers at \$35; a
small lot of New Army Dock Shares is on the
market at \$224; Farmhams are easier with sales
at \$15. 15s to 15s cash and end of the month,
and closing with sellers at \$15. 15s cash. Hongkong
and Kowloon Wharf and Godown Company's
shares are for sale at \$107. Shanghai and
Hongkong Wharf shares had a sharp rise,
closing with buyers at \$125.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Land Investment and Agency Company's
shares found buyers at \$129, but more are on
offer. Kowloon Lands are in small demand at
\$184, with sellers at \$129. West Points are for
sale at \$55, while Hongkong Hotels are wanted
at \$141. Hampshire Estate and Finance
Company's shares fetched \$122 and \$12. 40,
closing with a further enquiry at the latter figure.
Shanghai Lands have sellers at \$107.

COTTON MILLS.—Ewes have improved to \$1s.
40 and Loon Kung Mows to \$1s. 42, while
International's have been imported from the
north at \$1s. 38. Hongkong Cotton is sold and
are offering at \$148.

STEEL MANUFACTURING COMPANIES.—
Steel and Powers sold and have sellers
at \$10. Electrics fetched \$171 for old and \$11
for new shares, and further lots could be placed.
Dairy Farms have jumped to \$18. Green
Island Cement Company's shares have been
fetched at \$27 for old and \$17 for new shares;
this Company notified that certificates No. 111 for
15 shares (Nos. 12349-12353), and No. 122 for
2 shares (Nos. 12353-12355), and standing in the
name of "Wong Lung" and "Apex Gabriel
Apex," having been lost, new certificates will
be issued on 13th prox; unless the original ones
are produced before that date, and thereafter
the old certificates will be held by the Company
as null and void. Ropes are quoted \$1.60 ex-
dividends per share paid on 10th instant. Other
stocks under this heading unchanged.

MISCELLANEOUS.—Langkang are quoted in
Shanghai at \$240 buyers (after dropping during
the week to \$1s. 282); the following telegraphic
information dated 2nd instant, has been
received from the manager in Langkang:—"Drift
aggregate output of crude petroleum 87,000
gallons; crude petroleum in tanks at 206,000
gallons; kerosene made since the date of the
preceding half-month telegram 32,000 cases;
kerosene shipped since 77,000 cases, and kerosene
in stock at Refinery at date 51,000 cases. New
Steam Laundry sold and have buyers at \$14;
old shares are also wanted at \$1. 50. Watkins
have sellers at \$85. Watson's, Ltd., fetched \$13.
Wm. Powell's are obtainable at \$114 ex
dividends per share paid on 10th instant. Other
stocks under this heading unchanged.

GENERAL.—Langkang are quoted in
Shanghai at \$240 buyers (after dropping during
the week to \$1s. 282); the following telegraphic
information dated 2nd instant, has been
received from the manager in Langkang:—"Drift
aggregate output of crude petroleum 87,000
gallons; crude petroleum in tanks at 206,000
gallons; kerosene made since the date of the
preceding half-month telegram 32,000 cases;
kerosene shipped since 77,000 cases, and kerosene
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have sellers at \$85. Watson's, Ltd., fetched \$13.
Wm. Powell's are obtainable at \$114 ex
dividends per share paid on 10th instant. Other
stocks under this heading unchanged.

HEAD QUARTERS.—HONGKONG, 15th April, 1905.

GARRISON ORDERS.—LIBRARY ACCOUNTS.—No.
1. A Board of Officers composed under will
assemble at the Station Library, Soldiers' Club,
at 11 a.m. on 15th April to verify Library
Accounts and the number of Books on charge.
President, Captain M. L. Macmillan, Royal
Garrison Artillery. Members, An Officer,
Royal Engineers. Officer in Charge of the
Station Library should be paid to the Officer
in charge as soon as possible. 83, 87, and 88
Co. R.G.A., \$1.95 each. 25 and Hongkong
Co. R.G.A., \$1.95 each. 2nd Royal West Kent
Regt., \$1.44. R.G.A. & A.O.C. Sergeant,
Messrs. \$3.9

SHIPPING.

ARRIVALS.

BATTERSEA BRIDGE, British str., 2,972, Richard Chivers, 14th April.—Cardiff 29th Jan., Coal—Order.

B. BROWNSON, Norwegian str., 790; C. Olsen, 15th April.—Tamsui, Amoy and Swatow 14th April, General.—Osaka Shosen Kaisha.

BROWNSON, German str., 1,344; E. Muhle, 15th April.—Sandakan 10th April, General and Timber—Molchers & Co.

EMPIRE, British str., 4,496; P. T. Holmes, 14th April.—Australia 22nd March, General.—Gibb, Livingston & Co.

FLORIDA, Norwegian str., 2,236; H. P. Hansen, 15th April.—Saseki 10th April—Order.

HARVEY, French str., 377; L. Anderson, 14th April.—Pekhui and Heilow 13th April, General.—A. R. Marti.

HAWAIIAN, British str., 636; Robson, 16th April.—Coast Ports 15th April, General.—Douglas Lopriore & Co.

HOMERITH, German str., 1,275; H. Hamer, 16th April.—Moji 9th April, Coal—Mitsui Bishi & Co.

INDAMATO, British str., 3,370; Richard P. Craven, 15th April.—Manila 12th April, General.—Jardine, Matheson & Co.

LINCOLNSHIRE, British str., 2,002; Alfred G. Clark, 16th April.—Rangoon 27th March, Elion—Arnold, Karberg & Co.

MATTHEW, German steamer, 678; Ch. Uderup, 16th April.—Haiphong 13th April, and Malacca 15th April—Johnson & Co.

NAMIA, British str., 2,501; G. Payne, 15th April.—Calcutta 1st April, General.—Jardine, Matheson & Co.

PALAT, German str., 1,918; Demas, 15th April.—Bangkok April, Rice and Wood—Butterfield & Swire.

PITANG, German str., 1,021; F. V. Mangal, 15th April.—Kohchang 9th April, Rice—Butterfield & Swire.

POON, British str., 4,788; C. R. Longdon, 14th April.—London 5th March, General.—P. & O. S. N. Co.

RAMBLER, British surveying ship, 15th April, from a cruise.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

15th April.

Korean, British str., for Nagasaki.

Newton Hall, British str., for Shanghai.

DEPARTURES.

15th April.

CHIUN, Chinese str., for Shanghai.

EAST, British str., for Kobe.

HIRI, Norwegian str., for Bangkok.

HOW, HALL, British str., for Shanghai.

HOU, French str., for Haiphong.

JACOB DIEDERICHSSEN, Gao str., for Hoitow, Suez, Norwegian str., for Kobe.

VENUS, American str., for Manila.

WOODS, British str., for Shanghai.

ZAPICO, British str., for Manila.

16th April.

BARTOSE, British str., for Singapore.

ENTRE, British str., for Moji.

HAIKAN, French str., for Kwangchauwan.

HAITAN, British str., for Swatow.

SHIPPING REPORTS.

The British str. *Hanum* reports: Thick fog light wind and moderate sea.

The British str. *Namang* reports: Light variable winds and fine throughout.

The British str. *Jadran* reports: Very fine weather from Manila; then encountered dense fog.

The German str. *Borneo* reports: In the Sulu sea experienced moderate N.E. trade wind and fine weather. In the China sea from lat. 12 N. to lat. 22 N. moderate S.W. wind; from thence to port very foggy weather.

The British str. *Empire* reports: After leaving Timor variable winds with smooth seas and fine weather was encountered till reaching the Philippines Islands; when moderate northerly breeze set in till the ship reached Manila on the 11th inst. Leaving Manila on the 12th inst. light northerly winds were met with and a smooth sea including fine weather across the China sea to Hongkong.

VESSELS IN DOCK.

15th April.

ABERDEEN DOCKS.—Ernest, Kinsman, Empress of India, Alexander, Ithaka, Konung, Carl Diederichsen, H.M.S. Glory, Wwang, Cosmopolitan Dock—Singra.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"DUMBEA,"

will be despatched for the above ports on or about MONDAY, the 17th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th April, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 18th Inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,

Agents.

Hongkong, 13th April, 1905.

[233]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

TAKING CARGO AT THROUGH PORTS TO ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTO PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

*SILESIA..... HAVRE, BREMEN AND HAMBURG..... On 20th April Freight & Passengers.

MASSOVIA..... HAVRE AND HAMBURG..... On 27th April Freight.

SENEGAMBIA..... HAVRE AND HAMBURG..... On 30th April Freight.

SLAVONIA..... HAVRE AND HAMBURG..... On 2nd May Freight & Passengers.

SEGOVIA..... HAVRE AND HAMBURG..... On 10th May Freight.

SENEGAMBIA..... HAVRE AND HAMBURG..... On 30th May Freight.

C. FERD. LAEISZ HAVRE AND HAMBURG..... On 13th June Freight.

J. C. FERD. LAEISZ HAVRE AND HAMBURG..... On 27th June Freight.

NUBIA..... NEW YORK VIA SUEZ..... On 25th May Freight.

NUBIA..... NEW YORK VIA SUEZ..... On 25th May Freight.

*Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE

HONGKONG OFFICE, NO. 1, QUEEN'S BUILDING.

12

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRA-
NEAN AND BLACK SEA
PORTS;

THE Steamship

"TONKIN,"

Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 18th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ARMAND BELIC" ... 2nd May.

S.S. "DUMBEA" ... 16th May.

S.S. "ELNEST SIMONS" ... 30th May.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th April, 1905.

REGULAR

STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG,

1905.

"LOWTHER CASTLE" ... 19th April.

"SAGAMI" ... 20th May.

"HINDUSTAN" ... 6th June.

"ERROLL" ...

For Freight and further information apply to

DODWELL & CO., LTD.,

Agents.

Hongkong, 12th April, 1905.

[233]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 22nd April, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Moldavia," 9,500 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from London on the 4th June, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 10th April, 1905.

[1]

FOR NEW YORK

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"HUDSON,"

Captain Burnett, sailing hence on or about April 25th.

For Freight & further information, apply to

STANDARD OIL COMPANY

OF NEW YORK,

Oriental Freight Department,

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th April.
GLASGOW and LIVERPOOL	"DIOMED"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"MOYUNE"	On 1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS" "NINGCHOW"	On 19th April. On 21st May.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 10th April, 1905. [9-10]

**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
MANILA, NINGPO and SHANGHAI	"TEAN" "TAIWAN"	On 18th April. On 18th April.
MANILA, ZAMBOANGA PORT, DARWIN, TURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* "TAIWAN" * "TAIYUAN"	On 22nd April.
ILOCO	"PROVIDENCE" "TAMING"	On 24th April.
ILOCO	"SUNGKANG" "KANSU" "TSINAN"	On 25th April. On 25th April.
KOBE	* "TAMING" * "TSINAN"	On 25th April.

* Attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports. Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th April, 1905. [11]

REGULAR STEAMSHIP SERVICES

BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW AND AMOY	"B. BJORNSEN" C. OLSEN	WEDNESDAY, 10th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

OSAKA SHOSEN KAISHA.

Hongkong, 7th April, 1905. [14]

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA".....	6,000 TONS.....	WEDNESDAY, 19th April.
R.M.S. "TAITAR"	4,425 TONS.....	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN".....	6,000 TONS.....	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN".....	3,882 TONS.....	WEDNESDAY, 24th May.
Hongkong to London, 1st Class Intermediates on Steamers, and 1st Class Eat.	6,000 TONS.....	WEDNESDAY, 31st May.
"	240. "	via St. Lawrence 250. via New York 262.

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TAITAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

**INDO-CHINA STEAM NAVIGATION CO.
LIMITED.**

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
HONGKONG	"FOOSHING"	Mondays, 17th April, 4 P.M.
HONGKONG	"HANGSANG"	Wednesday, 19th April, 4 P.M.
HONGKONG	"LOONGSANG"	Friday, 21st April, 4 P.M.
TIENTSIN	"WOSANG"	Saturday, 22nd April, 4 P.M.
HONGKONG	"HINSANG"	Saturday, 23rd April, 4 P.M.
STRAITS & CALCUTTA	"NAMSANG"	Tuesday, 25th April, 3 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 15th April, 1905. [18]

PROMISE, Norwegian str. 774, E. Thorstensen, 13th April.—Bangkok 5th April, Rice.—Chinese.

SHANTUNG, British str. 1,740, Robinson, 4th April.—Hongkong 1st April, Coal.—Butterfield & Swire.

SIMONA, American steamer 1,655, J. Tremaine Smith, 10th April.—San Francisco 8th March, Mail & General.—P. M. S. S. Co.

SINGAPORE, German str. 1,754, P. Hermeling, 11th April.—Bangkok 3rd April, Rice.—Meichner & Co.

WOOSUNG, British str. 1,109, Dawson, 9th April.—Shanghai 3rd April, General.—Butterfield & Swire.

TAIWAN, British str. 1,109, H. Harder, 13th April.—Shanghai and Swatow 13th April, General.—Butterfield & Swire.

TARTAR, British str. 2,765, E. Beetham, R.N., 5th April.—Vancouver 1st March and Shanghai 2nd April, General.—C. P. R. Co.

TEAN, British str. 1,316, A. Sommerville, 14th April.—Manila 11th April, General.—Butterfield & Swire.

TENPER, German str. 670, H. Bothmann, 2nd April.—Hamburg 2nd Feb, General.—Carlowitz & Co.

WONGKOK, German str. 1,115, W. Boher, 11th April.—Bangkok 4th April, Rice.—Butterfield & Swire.

WOSANG, British steamer, 1,076, Malkin, 10th April.—Woosung 7th April, General.—Jardine, Matheson & Co.

SAILING SHIPS.

A. G. ROSES, Amer. ship, 2,302, D. H. Rivers, 16th March.—Philadelphia 16th Oct., Case Oil.—Standard Oil Co.

S. P. HITCHCOCK, Amer. ship, 2,086, E. V. Gates, 22nd March.—New York, Oil and Wax.—Standard Oil Co.

WEST YORK, British barque, 720, W. L. Foster, 13th April.—Newcastle 15th Jan, Coal.—Order.

CLEANSE YOUR BLOOD
WITH GRIMAULT & CO'S
SARSAPARILLA

The original sarsaparilla, recommended for the last 40 years for lymphatic diseases, eruptions, boils, and all disorders of the skin.

GRIMAULT & CO.
PARIS

1011-1

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER 1904. With INDEX. Price \$7.50.

On sale at the Hongkong Daily Press Office Hongkong, 25th February, 1905.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safe and most
Medicine for
Infant, Children,
Delicate Females,
and the
Sickness of Pregnancy.

DINNEFORD'S MAGNESIA

880

WALTHAM WATCHES

STEM WINDING, LEVER.

WALTHAM WATCHES EXPRESS

THE HIGHEST STAGE OF

THE WATCHMAKER'S ART.

TWELVE MILLION WALTHAM

WATCHES NOW IN USE.

ALL GUARANTEED BY

AMERICAN WALTHAM

WATCH COMPANY,

WALTHAM, MASS., U.S.A.

Benger's Food

For
INFANTS
and
INVALIDS.

Benger's Food
with Milk forms
a dainty, delicious
and most easily
digested cream.

Retained when
all other foods are
rejected.
London Medical
Record.

Benger's Food is sold in tins
by chemists, etc., everywhere.

74-2

A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout

the whole world for its high

POST OFFICE NOTICES.

The American mail ex P.M. steamer *Mongolia* has been transferred to M. M. steamer *Tonkin* which is expected to arrive here to-day.
The *s.s. Dunedin*, with the French mail, of the 17th ult., left Singapore on Tuesday, the 11th inst., at 3 p.m., and may be expected here to-morrow. This packet brings replies to letters despatched from Hongkong on the 11th February.
*Mails for CANTON, SANSHUI, WUCHOW and MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m.
Mails for NANTAO, SANHUE, KUMCHUO, *SANHUE, *WUCHOW and *CANTON will be closed every weekday, at 1 p.m. On Sundays the mail will be closed at 9 a.m.
*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR

PEL DATE

Hai Phong		
Macao		
Shanghai		
Kongmoo, Kuchuk, Shihing and Takting		
Saigon		
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
EUROPE, &c., India via Tuticorin (Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents).		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

Swatow, Amoy and Tamsui		
Macao		
Singapore, Penang and Calcutta		
Manila		
Ningpo, and Shanghai		
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Macao		
Shanghai		
Macao		
Singapore, Batavia, Samarang, Sonoraya and Macassar		
Kongmoo, Kuchuk, Shihing and Takting		
Macao		
Manila		

TO-MORROW.
Extraordinary General Meeting of Club
Germania, Club House, 5.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

15th April

ON LONDON.—	Telegraphic Transfer	1/10 ⁴
	Bank Bills, on demand	1/10 ⁴
	Bank Bills, at 30 days' sight	1/10 ⁴
	Bank Bills, at 4 months' sight	1/10 ⁴
	Credit, at 4 months' sight	1/10 ⁴
	Documentary Bills, 4 months' sight/10 ⁴	
ON PARIS.—	Banks, on demand	234
	Credit, at 4 months' sight	234
ON GERMANY.—	On demand	191
	Banks, on demand	191
	Bank Bills, 60 days' sight	164
ON FABIS.—	Bank Bills, at 4 months' sight	1/10 ⁴
	Credit, at 4 months' sight	1/10 ⁴
ON FRANCE.—	Bank Bills, on demand	139 ⁵
	Bank, on demand	139 ⁵
ON CALCUTTA.—	Telegraphic Transfer	139 ⁴
	Bank, on demand	139 ⁴
	Bank Bills, on demand	139 ⁴
ON SHANGHAI.—	Bank, on demand	72
	Private, 30 days' sight	72 ⁴
ON YOKOHAMA.—	On demand	514
ON MANILA.—	On demand—Pesos—\$1	
ON SINGAPORE.—	On demand	61 ⁰ p.c. pm.
ON BATAVIA.—	On demand	111 ⁴
ON HAI PHONG.—	On demand	14 ⁰ p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON BANGKOK.—	On demand	61 ⁴
OVERSEAS BANK'S Buying Rate	\$10.60	
GOLD LEAF, 100 fine per troy	\$55.80	
BAR SILVER, per oz.	26 ⁴	

OPIUM.

15th April.

Quotations are—Allow 1 cent. to 1 cent.	
Malwa New	\$1130 to — per picul.
Malwa Old	\$1130 to — "
Malwa Older	\$1130 to — "
Malwa V. Old	\$1130 to — "
Persian fine quality \$950	to — "
Persian extra fine \$880	to — "
Pata New	\$1182 to — per chest.
Pata Old	\$1152 to — "
Banaras New	\$1152 to — "
Banaras Old	\$1 to — "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Kobe for this port via Nagasaki and Shanghai on Friday, the 14th April at daylight, and is due here on the 26th April. Her mails have been transferred to the M. M. str. *Tonkin*, due here to-day.

THE FRENCH MAIL.

The M. M. str. *Dunedin* left Singapore on Tuesday, the 11th April, 1 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Zoepf* left Colombo on the 15th April, p.m., and may be expected here on Wednesday, the 26th April.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver on Monday, the 10th April, p.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.

The C. & M. str. *Rutland* Manila on the 15th April at 10 a.m. and is due here to-day at 3 p.m.

The P. & A. str. *Nunivac* left Portland on the 16th Inst., and is due here to-morrow.

The J. C. J. Lijn str. *Tijana* left Kobe via Katchipotzu and Amoy for this port on the 27th April, and may be expected here to-morrow.

The Shell Line str. *Pina* from Midland and London, left Singapore on the 26th April, and is expected here on Wednesday, the 19th April.

The O.S.S. & C.M. str. *Tydens*, from Pacific ports, is due to leave Moji on 14th Inst., for Shanghai and Hongkong, and is due here on the 23rd Inst.

The A. & A. str. *Claverton* left New York on the 23rd Feb., and is due here on the 25th April.

The steamer *Hindustan* left Singapore on the 8th April for Manila and Hongkong.

The Boston S.S. Co.'s str. *Tremont* sailed on the 6th April from Kobe for Moji and Hongkong.

The str. *Doggerbank* left New York on the 29th March, and is due here on the 29th May.

The Boston Tow Boat Co.'s str. *Lynx* arrived at Yokohama on the 5th April.

The P. & A. str. *Azalia* sailed from Portland on the 1st April, and is due here on the 3rd May.

Ideal Milk

Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.
A Perfect Substitute for Fresh
Milk.



JOINT STOCK SHARES.

Hongkong, 14th April.

COMPANY. PAID UP. QUOTATIONS.

Albanum \$200 \$100.

Banks \$125 \$780, buyers

London, 230.

National B. of China

A. Share \$25 \$78, sales & buyers

Bell's Asbestos E. A. 125 \$37, sales & buyers

Chin-Borneo Co. \$12 \$34,

China Light & P. Co. \$10 \$30, sellers

China Provident \$10 \$34, sellers

Cotton Mills—

Evo... \$1a 50 \$14, buyers

Hongkong \$10 \$161, sales & sol.

International \$1a 75 \$18, sales

Lau Kong Mow \$1a 100 \$16, buyers

Soyshe \$1a 60 \$160, sellers

Dairy Farm \$6 \$173, buyers

Docks and Wharves

Farman, B. & Co. \$1c 100 \$166, sellers

H. K. Wharf & G. \$100 \$167, sellers

H. & W. Dock \$50 \$203, buyers

New Anony Dock \$100 \$221, sellers

S'hai & H. Wharf & G. \$100 \$1024, buyers

Fenwick & Co. Geo. \$10 \$27, sellers

G. Island Cement \$10 \$17, sellers

Hongkong & C. Gas. \$10 \$160, buyers

Hongkong Electric \$10 \$174, sales & buy.

Do. Now... \$5 \$11, sales

H. H. L. Tramways \$100 \$210, sales & buy.

Hongkong Hotel Co. \$50 \$140, buyers

Hongkong Ice Co. \$25 \$232, sellers

Hongkong S. Waterboat \$50 \$145, ex div.

Insurances—

Canton \$60 \$285, buyers

China Fire \$20 \$96, sellers

China Traders \$25 \$58, sellers

Hongkong Fire \$50 \$101, sellers

North China \$25 \$16, sellers

Union \$100 \$700, sellers

Yangtze \$60 \$155, ex div., buy.

Land and Building—

Hongkong Land Inv. \$100 \$110, sellers

Humphrey's Estate \$100 \$120, buyers

Do. New... \$10 \$120, buyers

Kowloon Land & M. \$30 \$291, buyers

Shanghai Land... \$1a 50 \$115, sellers

West Point Building \$50 \$65, sellers

Mining—

Chubronnages \$1c 250 \$490

Raubs \$10/10 \$4, buyers

Philippine Co. \$10/10 \$4, sellers

Refineries—

China Sugar \$100 \$223, sellers

Lazon Sugar \$100 \$27, sales & buy.

Steamship Companies—

China and Manilla \$25 \$21, sellers

Douglas Steamship \$50 \$34,

H. C. & M. & M. \$15 \$201, sales

Indo-Spanish S. Co. \$1